



DEPARTMENT OF THE NAVY

CHIEF OF NAVAL AIR TRAINING
CNATRA
250 LEXINGTON BLVD SUITE 102
CORPUS CHRISTI TX 78419-5041

CNATRAINST 3710.20
N33

24 August 1992

CNATRA INSTRUCTION 3710.20 CHANGE 1 INCORPORATED

Subj: CNATRA CROSS-COUNTRY FLIGHT OPERATING INSTRUCTIONS

Ref: (a) OPNAVINST 3710.7N
(b) CNATRAINST 5720.24
(c) CNATRAINST 3710.8C

1. Purpose. To set forth the policy of the Chief of Naval Air Training (CNATRA) governing cross-country flight operating procedures.
2. Cancellation. CNATRAINST 3710.2P.
3. Scope. This instruction is applicable to all Naval Air Training Command (NATRACOM) activities concerned with the operation of training aircraft. All NATRACOM pilots are required to follow the standards set forth in this instruction.
4. Background. Reference (a) prescribes general flight and operating instructions applicable to the operation of all naval aircraft and related activities. This instruction amplifies reference (a) with specific guidance to meet the special needs and circumstances of cross-country flight operations within the NATRACOM. Cognizant officers interpreting this instruction and reference (a) are cautioned to do so in the strictest sense in order to enhance safe operating practices and eliminate conditions contributing to aircraft mishaps, unauthorized flights or other incidents resulting from a nonprofessional approach to air operations.
5. Authority for Flight

a. Approval authority within NATRACOM rests with the Training Air Wing (TRAWING) Commanders for the following categories of cross-country flights: (R)
Official business and logistics flights in direct support of the squadron mission; minimum instrument time (MIT) and annual flying required (AFR) flights for designated aviators and flight officers to maintain Chief of Naval Operations and Naval Air Training and Operating Procedures Standardization (NATOPS) requirements; instructor under training (IUT) flights contained in CNATRA approved curricula; student training flights contained in CNATRA approved curricula; and static displays in the continental United States (CONUS). TRAWING Commanders may delegate this authority to squadron Commanding Officers. Limitations on these flights are specified in paragraph 6 of this instruction. Reference (b) contains specific guidance concerning support of static displays.

b. Examples of cross-country flights requiring approval by higher authority include static display aircraft outside of CONUS, and/or special airlifts not in support of the NATRACOM mission. Requests for approval of these categories of flights shall be submitted to CNATRA.

(R)
CH-1
27 Oct 93

24 August 1992

6. Cross-Country Flight Limitations. The following criteria shall be applied to the conduct of cross-country flights.

a. All NATRACOM Cross-Country Flights

(1) General

R) (a) CNATRA approval shall be obtained for flights outside CONUS. TRAWINGS shall forward cross-country flight requests that have been approved by the TRAWING Commander to CNATRA (N33) a minimum of 15 days prior to the proposed departure date. The number of student/IUT training flights to be accomplished and point of customs clearance shall be annotated on the cross-country request.

A) NOTE: Commanding officers shall ensure all appropriate preflight planning (fuel log, optimum path aircraft routing system (OPARS), etcetera) is accomplished, however only the cross-country flight request form shall be forwarded to CNATRA.

(b) The pilot in command shall submit a proposed flight itinerary and appropriate flight planning for Commanding officer's approval, utilizing an appropriate flight request form.

(c) Flights shall not deviate from the planned itinerary without approval from the Commanding Officer.

(d) The scheduling of cross-country flights shall provide adequate crew rest in accordance with reference (a). Specific sortie rates, crew duty day, and other scheduling constraints shall be in accordance with the Master Curriculum Guide for the particular phase of training.

(e) Flights shall not be planned to require the purchase of fuel or oil from other than military or government contract sources. Use of contract fuel will be minimized to the highest practical degree.

(f) Fuel requirements shall be in accordance with reference (a), except that all flights shall have sufficient fuel to proceed to a suitable alternate regardless of destination weather for fixed wing aircraft.

(g) For NATRACOM helicopters with instructor pilots aboard, fuel requirements shall be in accordance with reference (a).

(h) Flights shall be conducted under instrument flight rules (IFR) excepting those conditions listed under Aircraft Requirements below, or when required by a CNATRA approved curriculum.

(i) All flights shall be thoroughly briefed and debriefed for each leg of the flight immediately prior to and following that flight.

(j) Cross-country flights shall, to the maximum extent possible, support Navy Recruiting Command's and minority recruiting efforts. At the time cross-country requests are prepared, crew members shall make reasonable efforts to contact recruiters in the immediate vicinity of their initial destination

CH-1
27 Oct 93

24 August 1992

and offer to provide a short static-display, presentation on their aircraft/pipeline, or question/answer period for potential recruits. A CNATRA Notice 1131 is published annually to aid this effort.

(k) Pilots in command of CNATRA aircraft shall obtain final checks just prior to takeoff whenever qualified personnel are available to perform them.

(2) Pilot Requirements

(a) The pilot in command shall be NATOPS qualified in the aircraft.

(b) The pilot in command shall have a current instrument rating.

(c) The pilot in command shall meet the currency requirements as set forth in reference (a) and appropriate training wing standard operating procedures. (R)

(3) Aircraft Requirements

(a) All aircraft communication, navigation, and interrogation (CNI) equipment required for flight under IFR shall be functioning prior to departure from home base.

(b) Visual flight rules (VFR) flights may be authorized by the commanding officer when:

1 Aircraft are not configured with CNI equipment required for IFR operation.

2 CNI failure away from home base would cause excessive delay in return.

3 Adherence to IFR procedures would endanger the aircraft; e.g., thunderstorms, icing conditions.

(4) Weather Requirements. Weather minima shall be in accordance with reference (a).

(a) Flights shall not be filed into areas covered by Aviation Severe Weather Watch Bulletins (WW) or CNATRA Aviation Weather Warnings (CAWW) unless the exempting conditions of references (a) and (c) exist.

(b) Flights shall not be filed into airfields with present or forecast snow or ice covered runways.

(c) Ground operations on snow or ice covered surfaces are prohibited.

b. Official Business and Logistic Flights in Direct Support of Mission. Flights of this nature are considered in the direct interest of the U.S. Government and may be authorized to remain away from home base overnight. Examples of this category of flight are ferrying aircraft to detachment sites,

24 August 1992

transporting parts or maintenance personnel to repair downed aircraft away from home base, and various official business commitments. Limitations pertaining specifically to this category of flight are contained in paragraph 6a above and the following:

(1) Flights of this category shall be minimized. They shall be authorized only when a more economical mode of transportation is impractical.

(2) Flights of this category shall be assigned to accomplish curriculum or individual training whenever practical.

(3) Commanding officers may authorize flights of this category as solos, or with another instructor, naval flight officer, flight surgeon, or maintenance person qualified in accordance with reference (a) as the situation requires.

c. Minimum Instrument Time (MIT) and Annual Flying Requirement (AFR). The purpose of this type of training flight is to maintain the currency requirements set forth in reference (a) and the applicable NATOPS for designated aviators and flight officers. This category of flight is considered in the direct interest of the U.S. Government. Aircraft utilized for this purpose may be absent from home base overnight.

d. Instructor Training Flights (IUT) Contained in CNATRA Approved Curricula. The purpose and duration of IUT training flights are set forth in the governing curricula. Of primary concern is the utilization of curriculum flights for secondary purposes which derogate training conditions. Flight time shall not be in excess of that specified in the applicable curriculum unless required to meet annual minimums specified in reference (a).

e. Student Training Flights Contained in CNATRA Curricula. The purpose and duration of student training flights are set forth in the applicable curricula, and planning must ensure that all required maneuvers are accomplished on each flight. The limitations of the curriculum, paragraph 6a above of this instruction, and the following specific limitation apply to student training flights: Weather Requirements. Weather minimums will be in accordance with reference (a) except that weather minimums specified in applicable CNATRA curricula which are more restrictive than reference (a) shall apply.

7. Per Diem

a. Per diem may be paid to crew members participating in flights discussed in 6b, d, and e above (logistic, IUT and student training flights). Specifically excluded are flights discussed under 6c above (non-curriculum cross-country training flights and instructor standardization flights).

b. An average of two syllabus sorties per day must be accomplished on IUT and student training flights in order to qualify for payment.

c. Flights shall be scheduled to bases having suitable quarters available. Designated high cost areas are to be avoided.

24 AUG 1992

d. Per diem shall be funded by the applicable Training Air Wing.



R. L. KIERN
Chief of Staff

Distribution:

CNATRAINST 5215.1P

List I (A-KK, PP, SS)

List III (Q, V, X)

Copy to:

COMTRAWING TWO (Coop file)

CNET

Stocked:

CNATRA